

Survey Summary for Grand Street Pavement Resurfacing and Safety Improvement Project: Open-ended Question Responses (January 6, 2022)

Question: Do you have any comments that you would like to share with us?

Grand Street south of Otis is a really wide street to cross as a pedestrian and is uncomfortable. Cars are always speeding on Grand because the street is so wide. Can landscaping be used to narrow car traffic lanes to force driver's to slow down? The bike lane is too narrow on the north side of Grand and uncomfortable to ride in. Vehicles will ride on the bike lane line marking. Grand & Otis and Grand & Shoreline should be a roundabout intersection.

Need to reduce speeding from Otis to Shoreline

How many more people have to be hit by cars in this area?? Our children walk and ride their bikes to and from school and we worry for their safety every day.

I would love it if we could find a way to get more kids to walk and bike to school!

I would like to see an "all stop/all walk" traffic signal at Grand @ Otis. Cars turning onto Otis DO NOT stop for children crossing the street and the new bike lane forces bikes into the crosswalk- often mixing with children at high speed

Please don't wait to paint bike lane and crosswalks

More daylighting

I actually find Grand street fairly easy to navigate between Otis and Encinal. It is the Otis intersection and the area around Wood school that need some attention. My son walks to school from Clinton and Grand and I am very worried about him crossing at that intersection. People get very frustrated there and tend to make that left on to Otis coming up Grand toward Shore line fast and don't look.

Please make the area safe for kids

A crossing guard would be very helpful. Rest in peace Wilma Chan.

I live in the project area and am very excited for improvements that will make it safer for my family to get around town and ensure they return home.

I would love to see a protected bike lane all the way from Shoreline to San Jose/slow street/future bike boulevard. (or even all the way to Central). Also please make sure the community can preserve the 4th of July painting on the street (or, I suppose, repaint it after the paving is complete - love seeing that during the parade!)

I would like to see more traffic enforcement at the intersection of Otis and Grand. Cars often speed through red lights on Otis at Grand.

Please provide *real* protected bike lanes. We have no safe N-S corridors on the island. Please remove parking in favor of protected bike lanes. There are few apartments and lots of off street parking in this area and we should prioritize safety over parking.

This entire section should be parking protected and protected bike lanes.

Anything you can do to protect our kids and bikers and walkers is a HUGE improvement!

Please don't do the awkward bike lanes with parking as you did to Shoreline drive. That is the worst street to drive or park on and I think the confusion of the lanes, parking, biking and crosswalks contributed to the accidents we have seen there.

Remove bulb-outs on Grand. They are obstacles and hazards to cyclists. I heard of one cyclist crashing on the one on southbound Grand just south of Otis.

I don't think it's truly safe until there are separated & protected bike lanes the full length of Grand.

I would like to see any vacant street tree planting sites in the project corridor have new drought tolerant native trees installed as a part of this project.

It's such a W I D E street, with big houses that have long driveways and no need for street parking. So why bother with a parking protected bike lane? How many cars ever park there to actually protect bikes? If you're repaving anyway, just go ahead and put in a fully separated Dutch-style (read their design guidelines!) bike lane on both sides of the street. If you go with American-style, at least give it metal bollards and make it so that cars (wait, we're American, so we don't have "cars" but oversized SUVs and personal monster trucks; protect against those, ok?) can't physically get into the bike lane. Anything less is a complete waste of street space.

Flashing lights at Shoreline and Grand might have prevented the death of the pedestrian who wasn't paying attention to oncoming traffic.

"We have an epidemic of self-absorbed reckless drivers who feel entitled to break traffic laws. How does changing the street configurations do anything to modify their selfish behavior? Rather than more punitive measures against the majority of responsible drivers, how about more active traffic enforcement?" from the Chronicle today. I live near Grand and Dayton. I will just reroute as so many others are doing to get around the insane mess you are making of the streets.

Bike lanes the entire length of Grand like the ones on Clement would be so reassuring for my kids to actually use their bikes.

Protected bike lanes please

Need a speed trap!

Grand Street must be friendlier to bicyclists. It is too wide and cars frequently speed. Bike lanes must be protected!!! There are so few safe streets to ride in Alameda. We must put Grand St. on a road diet to allow for safer shared use between automobiles and other more efficient, less hazardous, and less wasteful means of transportation. Please do not restripe Grand from Otis to Encinal with the current unprotected bike lanes. It is terribly unsafe for children to be riding bikes along this corridor. If nothing else, please allow bikes protected/safe access to San Jose.

Green lanes for bike lanes? More marked crosswalks? Better left turn at Encinal?

Grand and San Jose intersection should be a 4 way stop signed intersection for safety and entrance to Grand from San Jose.

West of Webster on Santa Clara needs paving badly! There are no lines paintings left and pot holes!

Really Grand Street? How about Encinal from Sherman to Oak, that need resurfacing. Could it be a top priority because that is the street the mayor lives on?

The cars zipping around Wood school to drop off our pick up kids is dangerous. I've narrowly escaped being hit in my bike and walking.

Really shouldn't be stack ranked. Individual things are half-hearted attempted at making the streets more safe/friendly/usable. Streets need to be designed holistically with traffic calming and safety in mind.

Repaving is needed, but PLEASE don't add all kinds of confusing striping. The right turn from Otis to Grand is bad enough.

I have never considered this a hazardous area & feel that since the Otis/Grand junction has been altered it is mostly safe. Grand is such a wide street visibility is good. Better crosswalks with lights are always a good idea. Grand does not need resurfacing but Encinal from Grand to Park desperately does!!

There was a mention of narrowing driving lanes to slow traffic. That won't work. The people who are tearing down Grand won't care and will still go too fast. The narrow lanes will make it even less safe for everyone else.

Please make a safe route for biking to school

Crossing Grand St to get to Franklin Elementary is dangerous, especially when there is no crossing guard. Drivers treat the section of Grand between Otis and Encinal like a raceway.

1. There needs to be a 4 way stop at Grand and Clinton (or Dayton) to stop the freeway speed cars on Grand 2. a line needs to be painted down the center of Grand to stop head on cars (people don't seem to realize that Grand is a two way street and not one way, even though there has been no line down the center for decades, weekly there are so many head on close calls. 3. At the intersections there needs to be signs posted at the closest spot to the intersection before the new red no parking curb lines that no parking of vehicles above 6 feet, we have people that park regularly (especially the east side intersection at Clinton and Grand that have high trucks with all blacked out windows and when coming North of Grand you cannot see vehicles , bikers, or pedestrians at Clinton and Grand there have been several accidents there with the cars totaled recently. 4. The new improvements to Otis and Grand need some serious adjustments the white 'stop' line for left turn only on Grand heading South at the intersection needs to be moved even farther back on Grand because larger vehicles turning right from Otis on to Grand do not have enough room to turn with clearance onto Grand (that includes emergency vehicles), the white stop line needs to be more prominent. 5. There needs to be cross walks painted at all the intersections on Grand (at Dayton, Clinton, San Jose, San Antonio) 6. The old call box that is now covered with ivy at the intersection of Dayton and Grand need to be removed, it sets out past the curb on the southeast side of Grand and pedestrians, bikers and cars are blocked by this.

No Bulb outs on Grand Street. Otis and Grand is a little extreme also. Just my opinion.

Enforce the speed limit!

Efforts to shrink amount of lanes for vehicles around town I fear will create more road rage and possible more accidents.

Lagoon Bridge draft design is poor solution. It maintains status quo narrow sidewalks with railings on the bridge. The railing design right now is a harsh way to pen people walking into a narrow space. There is so much width on that bridge that surely at minimum the pedestrian rails can be removed and a couple more feet minimum can be dedicated to sidewalk on both sides of Grand! Still way too much space for cars on that bridge. Need way more creativity from the designers here. Very basic design.

Traffic calming needed, people drive too fast because they see it as a straight shot and then don't stop/watch at intersections.

Traffic calming measures are creating their own kind of hazard -- it's an overwhelming mess of stimuli. Flashing lights, bulb outs, parked cars, roadways that switch from side to side, green lanes, yellow dots, flashing beacons, flashing dots. Maybe people who play video games can deal with all this. But my 65 year old self is overwhelmed and it is not safe.

I regularly bicycle with my kids along Grand from San Jose to Eagle. At present, it's really the only want to move north/south between the nice "lateral" legs of the bike lane/path network. I wish this project could address more of the length of Grand, but even just the southern portion of Grand is a start. Could a two-way cycle track be considered as an option along one side of the roadway? Also glad to hear that better crossing treatments are planned for San Antonio and San Jose -- it can be a long wait for pedestrians and cyclists trying to cross. If San Antonio is getting flashing beacons for school kids, then should the slow street/bike boulevard jog up from San Jose to cross at San Antonio as well?

I would leave it as is and not waste the taxpayers' money. Every time the city "improves" traffic for safety the opposite happens, ie. all the deaths that have occurred along Shoreline since they converted from 4 to 2 lanes. All the road rage that is happening because you can no longer drive in Alameda without being frustrated.

All of the above equally high priority, emphasis on pedestrian bicycle safety.

Please prioritize better-protected bike lanes, which help advance Vision Zero. Bike lanes placed in the door zone of parked vehicles are dangerous. Bike lanes too close to traffic are dangerous. Parking-protected bike lanes are good. So are buffered lanes not placed in the door zone. The presence of unprotected bike lanes, in the door zone, next to a school, is not safe for children to ride bikes to school.

One thing to consider in this work: the volume of traffic turning left off of Grand onto Encinal (in either direction). Because of the lack of turn lanes, people often squeeze by on the right to get past a waiting turner. This is dangerous for cyclists and for cars as well. Perhaps the curb work from this project could help discourage this (assuming turn lanes aren't going in).

The street is very dark at times and it is hard to see cyclists when pulling into houses.

Would have given a priority "1" to all those items if I could.

1. Grand and Otis intersection is dangerous because vehicles are constantly rushing and running the red light at the intersection. People who regularly drive through this intersection know to be aware of this. Other people who don't know may end up getting hit by a red-light runner. In addition to

running red lights, vehicles speed through the intersection especially on Otis side. Pedestrians also walk against the red light now because of the shorter crossing distance. This is dangerous if a vehicle is making a right turn on red and a pedestrian walks out in front of them while the driver is looking left. This intersection really should have been changed to a modern roundabout to force cars to slow down after a long stretch on both sides of Otis without having any stops. 2. I am disappointed at Grand and Shore Line intersection. There could have been cheap improvements such as painted bulb outs with plastic barriers to reduce crossing distance or removal of the useless dedicated left turn lane on Shore Line to reduce conflict points, to marginally improve the intersection, but no improvements have been done at this high traffic area since the Shore Line bike lane was installed. Something drastic needs to be changed. A modern roundabout would allow vehicles to make a U-turn to get to parking on both sides of the street on Shore Line or a continuous raised sidewalk could replace the current deadly design. Note on current design, the West side of the intersection when crossing, there is practically no pedestrian refuge area after crossing vehicle traffic and entering bicycle track. 3. The bike lane on Grand is a sorely lacking North/South connector. It's really uncomfortable riding in the bike lane with a poorly defined bike lane. There should be 2 white lines in the same direction to clearly define the bike lane and to visually narrow the road to drivers. Vehicles also speed on Grand where there is no double yellow diving line. The road feels too big and open, which encourages speeding, making biking uncomfortable. -Please implement vision zero plan faster!

Additional concerns: speed limit violations, double-parked delivery vans, cars don't stop for pedestrians

Please do not reduce the size of the lanes between Otis and Encinal.

Cars are speeding from the corner of Otis toward Encinal. Children going or returning from Wood school can't cross Grand St safely until they get to San Jose. Even at San Jose I have watched cars not stop for pedestrians.

Road diet improvements should be made on Grand Street and Shoreline.

Please consider shortening the crossings on Grand (concrete or bollards). Daylighting is great, but it is still a long way across, especially at night.

The improvements to the intersection at Grand and Otis seem to be good but there seems to be confusion about bike right of way. It would be great to have increased visibility for cross walks along Grand St. as well as proper bike lane signage.

Accidents are frequent at Grand @ Clinton as well.

Lane striping needed at a bare minimum. As a driver it's really hard to see pedestrians crossing, and hard to see bikes when going around people turning left.

Most of Grand Street is fine when I drive on it, but I do worry about the safety of the kids coming and going from the school.

I am concerned that Grand is going to be geared more to cyclists than cars (like Otis) and I do not want that. Please leave the configuration as is.

All the safety improvements should be done. I also think a public education campaign about how the new design of the Otis and Grand intersection improves safety would help. So maybe drivers seem to think the new design is worse.

Absolutely hate the bike bulb out at Otis Grand corner.

Primarily I'm interested in whatever you can do to make it safer for kids biking to and from school.

I am VERY concerned about the safety of the kids biking and walking to and from school and cars blowing through stop signs, driving in bike lane, low visibility, no consequences for putting students and others at risk. Flashing lights and speed bumps and high visibility bike lanes and crosswalks, plus crossing guards at Grand/South Shore and Grand/Otis make good sense - the two major intersections students use to get to Wood and where one person was already killed in the crosswalk - measures that are hard to miss.

Another stop sign to slow down speeders. Or, a cop stationed somewhere along Grand, to ticket speeders. Better enforcement of current laws and punishment for those who break the laws and are caught would be a great first step.

The street is wide enough to make safe bike lanes and high-visibility crosswalks. As is, this street does not feel safe to bike or walk. Please focus on marking the street for maximum safety.

If the horrible change at Otis and Grand is an indication of the improvements you have in mind, please just replace it and stop there!

THERE SHOULD BE MORE VISIBLE SIGNAGE AT GRAND AND OTIS.

As a parent with a child at Wood, I am concerned about his safety walking to and from school. Anything that can be done to increase the safety of kids who walk and bike to school would be welcome.

Road diet and parking protected bike lane down the entirety of Grand St (Shore Line <> Encinal).

Reconfiguration of Grand/Otis intersection has made right turns less safe.

Grand & Otis intersection needs left turn traffic lights during Wood school drop off & pick up hours.

I think the city is doing too much construction at the same time and road rage is increasing. Let people get used to some things first. I think we need more driving lanes, not less. Less lanes makes longer lines of cars for more blocks. People will not get out of their cars as public transit doesn't go everywhere.

Please leave things alone! You are making things worse.

Why are we not listening to council's direction on prioritizing safety over parking? All taxpayers can use the bike lanes and sidewalks. Only the rich can use parking spots.

I live a block from Grand on San Antonio Ave & Paru and bike frequently on Grand with kids. There is currently not enough space/separation in the Bike lane especially between Otis and Encinal and cars frequently speed in this section. I have felt especially unsafe near the start/end of the Bridge between Otis and Palmera. The bike lane is so narrow that if my kid makes swerves even slightly he is in danger of being hit by a car. I am also worried about unexpected car doors opening and forcing me into the road.

There is just not enough room to safely bike and priority / extra road space is given to Cars encouraging fast speeds.

Paint does not protect bicycles! The city committed to prioritize safety over parking. Please implement a protected bike lane so that my child and I are safe when we ride, there are inadequate solutions for safe North/South connections to/from Shore Line for cyclists.

give us bicycle safety on ALL of Grand Street, from Clement to Shoreline! We NEED a safe bicycle throughfare that goes north-south on our island!

Want parking protected on Both sides for the entire project. Prioritize students, Not parking!

Grand needs protected bike lanes all the way from shoreline to Encinal. How many people Have to die? It feels dangerous.

As a high injury corridor, I would expect aggressive safety measures for pedestrians and cyclists, even at the cost of parking.

In addition, the work that was done at the Otis-Grand intersection could be enhanced. The curbs that protect the bike lane and narrow the traffic lanes need to be more visible. Perhaps fluorescent paint or reflectors or small reflective markers on short signs. Also, the concrete apron adjacent to the curbs extending into the auto traffic lanes makes it appear that cars have less room to make a turn than is really case. Re-striping could help here.

I don't think any changes other than fixing potholes are needed.

I am disappointed that we are not putting protected bike lanes down the whole length of both sides of the street. It looks like this is prioritizing parking over safety.

Eliminate the door zone bike lane on Grand between Encinal and Otis. Best not to have any bike lane stripe there to discourage cyclists from riding in the door zone. A door zone bike lane means liability to the city. No bike lane at all is no additional liability.

Protected bike lane. No car door accidents.

The northbound, parking-protected bike lane on Grand at Otis feels unsafe because cars park in the lane and cyclists are hidden from traffic.

It would be great to have both a left-hand turning lane at Otis in addition to one that continues to Shoreline.

Grand St. at Encinal needs improved protected Crosswalks. Both Directions are Very Dangerous for Pedestrians and Children during to and from Schools Franklin and Wood.

Hardly anyone cares or uses the bus stop, use the money from the bus islands towards what people really care about, pedestrian and bike safety. Overall, the proposed project plan does not prioritize pedestrian and bike SAFETY, over motor vehicle movements or parking. I am really disappointed in the plan overall because neighbors have died in this corridor and putting new striping on the road is not going to prevent more deaths. Plans should have included a protected north/south bike lane on Grand and more radical pedestrian safety improvements like raised sidewalks to safely cross the street.

There needs to be a center stripe. Also, a 4 way stop at Clinton and Grand to slow people down. What IS NOT needed is a bike lane like that on Otis. Designated striping like that on San Antonio for ex, will suffice.

You have made a mess of most projects so far; examples are Shore Line and the intersection at Grand and Otis. How do you expect to improve traffic flow by reducing traffic lanes. Spend money on educating bikers on how to ride instead of new bike lanes.